

CENTRAL INTELLIGENCE AGENCY  
~~CONFIDENTIAL~~  
~~SECRET~~ REPORTCOUNTRY Germany (Russian Zone)  
SUBJECT Shortage of Railroad Repair Materials

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(LISTED BELOW)SUPPLEMENT TO  
REPORT

50X1-HUM

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THIS IS UNEVALUATED INFORMATION FOR THE RESEARCH  
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1. The following materials are very nearly completely out of stock in the railroad repair shops of the Soviet Zone of Germany:
  - a. Profiles: NP 14, NP 20, NP 31. As an emergency measure, constructional steels such as double "I" profiles and "Flacheisen" are being welded together to form "U" profiles and single irons.
  - b. Rivets, nails, nuts and bolts, and screws: Stocks are nearly exhausted. Emergency measures taken by Reichsbahn-Ausbeesserungswerk Magdeburg will only suffice to supply two or three workshops. Axle Steel or hoop-iron are used as raw materials.
  - c. Wheel rims: lacking for locomotives of Series 38, 43 and 44. For series 52 a few are in stock. Those of the 720-750 measurement for passenger coaches are not available.
  - d. Tubes: Since the cessation of supplies from the West, deliveries are so small that only those locomotives can be repaired for which stocks are available.
2. Glass and timber requirements can be covered from the zone. Timber stocks are low (average 1,000 to 2,000 cu. meters), and there is a deficiency of hard woods such as oak.
3. Dyes are short, but this is largely due to the "regionalism" of the Lander and a lack of sufficient central control.
4. The lack of centralized control has resulted in stocks of scrap iron, despite instructions to the contrary, still being removed from the Brandenburg-West and Magdeburg repair shops, in accordance with the scrap iron collection drive.
5. Since the interruption of communications with the Western Zones, the situation regarding tires for locomotives in the railroad repair workshops has become increasingly critical. The DWK was informed by the railroads on 12 July that if tires and valves with a diameter of 51 mm and 54 mm cannot be obtained immediately, all repairs on locomotives will be held up.

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It will no longer be possible to admit locomotives requiring tubes of those sizes to the workshops.

6. It is not thought likely that deliveries from Poland and Czechoslovakia of the materials in question can be expected at an early date. Hungary has, however, offered to repair German rolling stock, especially passenger coaches, and possibly also locomotives. Costs of Hungarian repairs, which appear to be reasonable, would be based on payment in dollars. Scrap iron would also be acceptable in lieu of dollar payment. Permission, however, must be obtained from General Kvashnin, head of the SMA Transport Division, for the German railroads to effect payment abroad by deliveries of scrap iron; in view of the material shortage in the Soviet Zone. On the other hand, the price estimates made by the Hungarians for any timber which would have to be delivered by Hungary are so high that the offer may be refused for that reason alone.

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